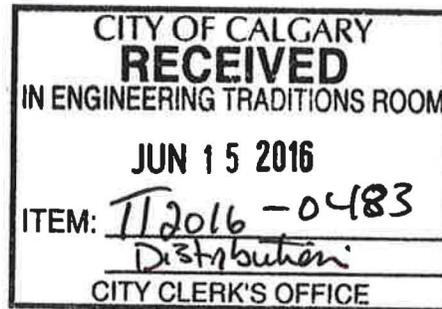




June 14, 2016

Office of the Mayor
City of Calgary
P.O. Box 2100, Stn M
Calgary AB T2P 2M5



Attn: Mayor & Councillors

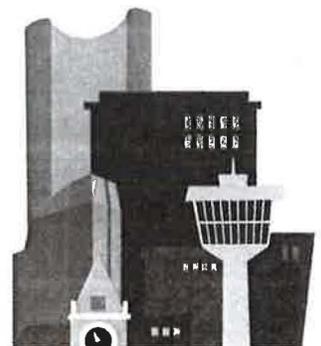
**RE: Response to SPC on Transportation and Transit TT2016-0483
Green Line Quarterly Update and Centre City Alignment**

On behalf of our Board of Directors, I would like to thank you for the opportunity to offer support from the Calgary Downtown Association (CDA) for the recommendations of this report, specifically option “D”. Additionally, I would like to thank General Manager Mac Logan and his team for the opportunity to participate, in a meaningful way, in the evaluation of the options, including several meetings attended by members of our Board of Directors, our Urban Development, Public Safety, and Marketing Committees.

The importance of this project, and the impact it will have during construction, and for decades to come, is recognized by the CDA. As one of Calgary’s largest business organizations, we appreciate the City’s recognition of the forward-thinking perspective of our highly valued business community leaders. Many of our board members, committee members, CDA ratepayers, staff, and I, have demonstrated our commitment through our attendance at the dozens of engagements we have been asked to participate in annually, including helping to shape policy and master plans, and most regularly, through our comments and recommendations on inner city development permits.

Although the downtown is our key focus, we know that the approximately 120,000 people who commute into the core each day come from all parts of the city, and we are pleased to have been asked to provide feedback on all sections of the Green Line. This is a long-term investment, which is inclusive of all Calgarians, environmentally sustainable, regionally inviting, and will help support economic diversification, all of which are key to the success of the more than 3,000 businesses we represent. Further connections to post-secondary schools and community gathering spaces like Olympic Plaza, Prince’s Island Park, and Stampede Park will positively contribute to the long-term desirability of Calgary. Additionally, development associated with the project will drive increased revenues for the City.

Integration of the stations into communities penetrated by the Green Line will be key to the customer and neighbourhood experience. A positive experience is critical in the downtown, as street life and vibrancy attracts people for work, entertainment and shopping, keeping businesses thriving, and the core alive and safe. The stations themselves must be inviting and safe. They



must have a sense of arrival and be fully accessible. Pedestrian-friendly lighting in and around the stations, along with public art, will further enhance the experience. The CDA would very much like to see LRT access resolved at the airport, over time, and would hope that any LRT platform in the downtown would be at least as welcoming as the terminals at the airport, creating an exceptional first impression of Calgary.

The CDA would recommend that consideration be given to installing the correct support infrastructure at all new stations to accommodate graduated fare technology, now or in the future, adding to the financial sustainability of the Green Line.

Alternate alignments evaluated would take away from the vitality of the areas they impact. On-street options negatively impact pedestrians and traffic, both from a safety perspective and by slowing down movement. They also negatively impact parking opportunities for business patrons, and have noise and vibration concerns. If we were to have the opportunity to start again on our existing 7th Avenue line in the downtown, it would be unlikely that an on-street solution would be selected. It serves us well, and was likely the best option at the time, perhaps the only option, to meet the requirements and technology capabilities of the day, but it creates many challenges that a below-grade option would have eliminated. Elevated options would be detrimental to the street environment. Although highly functional and efficient, examples like the Chicago “L” train create cold and unwelcoming streets in the downtown. They also create access hurdles for those with physical challenges, and increase crime opportunities.

The fully tunneled option recommended creates opportunities for additional retail space, similar to what we have achieved in the +15 network. Balancing retail success between the street, the +15 network, and below grade will take time to realize, but based on the work done in conjunction with the Downtown Retail Strategy, the CDA would commit to sharing our expertise.

There are risks that need to be considered and mitigated with option “D”. Although development is currently slower in the downtown, due to the economic climate, delaying the development of this project will provide unnecessary angst for stakeholders, and may negatively impact developments currently under consideration and/or design.

During construction, safety and access for pedestrians and vehicles will be paramount. Negative impacts on business, in the areas of access, safety, noise and vibration must be constantly addressed to ensure that they survive. Flooding, sinkholes and power-interruptions are all real dangers of a tunneling project, creating safety and business interruption issues, which would cause delays and cost overruns.

Following the construction of the project, safety, including terrorism and flooding, along with vibration challenges must all be robustly addressed and protected against.

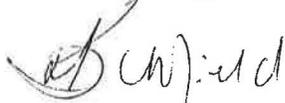
The CDA is pleased that a number of learnings from similar projects on the west coast have been incorporated into the evaluation of the various alignments. Ottawa’s recent sinkhole incident will likely add more important information to the project. Following

the devastating impact that the Canada Line construction in Vancouver had on many businesses along Cambie Street, we applaud the commitment to ensuring businesses survive the construction phase of the project. We also ask that consideration be given to establishing a contingency fund, within the budget, to assist businesses and property owners along the Green Line, should a catastrophic event and/or delay occur. Tunnel boring machines can break down or get stuck, as experienced with the Skytrain Evergreen Line in Vancouver, and Seattle's Alaskan Way Viaduct replacement project. If a contingency fund is not a feasible option, perhaps tax relief for businesses and property owners could be considered for the construction period.

Further to GM Logan's invitation, the CDA will happily provide input, guidance and support throughout the project. I am personally committed to assisting in the shaping of a potential on-street concierge-type of assistance program for business continuity, per GM Logan's request.

On behalf of the CDA, I would like to thank GM Logan, Fabiola MacIntyre, Manager, Green Line, and Jonathan Lea, Senior Transit Planner, Green Line, for their strong leadership and commitment to the success of this project for all involved.

Yours truly,

A handwritten signature in cursive script, appearing to read "M. A. Schofield".

M. A. (Maggie) Schofield
Executive Director